

## Australian Technology Park Redevelopment– SSDA7317 - Response to Public Submissions

Number of times raised in Submissions	Item Raised	Proponent's Response
Transport, Traffic Generation, Access and Parking		
39	I am concerned about the transport implications as a result of the proposal.	<p>Mirvac have selected a fully qualified consultant team to assess the transport implications of the proposal. The proposal has been primarily formulated to take advantage of the site's proximity to public transport services, which are expected for 80% of the total trips taken to access the proposed development. When considering walking and cycling, this modal split of non-car trips increases to 93%.</p> <p>Public transport accessibility will be enhanced in the coming years through the new Waterloo Metro Station and the planned new station access and rail crossing at Redfern among other government initiatives which will ensure an appropriate capacity to serve the Central to Eveleigh urban renewal corridor, of which ATP is a key component.</p>
36	Concerns about poor public access.	<p>The proposed development maintains the existing access routes within the ATP site and external interfaces and intersections within the precinct. The existing roads such as Davy Road, Central Avenue and Locomotive Street will continue to be publicly accessible roads/shareways. Notwithstanding, the proposal has been designed to accommodate the expected pedestrian flows through the precinct and has been designed to accommodate a future cross-railway connection within the northern section of the site, should it be proposed by other government agencies separate to this proposal. The overall public access to ATP is improved by the proposal.</p>
7	On street parking is a major issue currently around the ATP site, adding another 10,000 workers to the ATP would be a major issue to current residents. An additional 121 parking spots is not enough.	<p>The proposal in its exhibited form, provides additional spaces to meet the contractual requirements of CBA, but also respects the maximum number of spaces within the broader ATP site of 1,600 spaces allowable under SEPP (State Significant Precincts) 2005. The level of parking provided for the proposed uses is considered to be acceptable and matches the whole of government approach to maximise public transport usage for workers and visitors to ATP. Proximity of the site between the exiting Redfern Station and proposed Waterloo Metro Station, ensure that the vast majority of workers will use these frequent public transport options. Providing substantial increases to car parking is not considered an option because it encourages private car use and would result in considerable congestion and parking impacts on the surrounding area. Further, it is noted that the anticipated modal split for trips to ATP by private vehicle is around 7%.</p>
7	Concern that there will be an increase in illegal parking and over parking on surrounding streets to ATP both during construction and once these buildings have been occupied. What procedures and commitments is Mirvac and CBA going to ensure that all of future users of the site have sufficient onsite parking?	
6	Concern about the lack of car parking that is proposed on site. Since the completion of the Channel 7 building the parking during business hours became almost impossible.	

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5	<p>The EIS does not meet <i>SEAR</i> requirements, especially with regards to parking and traffic:</p> <ul style="list-style-type: none"> <li>to comprehensively and precisely identify the potential environmental impacts or to assess those impacts in any meaningful way.</li> <li>to provide realistic measures to avoid, minimize, and offset the predicted impacts.</li> <li>to include detailed contingency plans for managing any significant risks to the environment.</li> </ul>	<p>The proposal is entirely consistent with the SEARs, as it provides a small increase in parking, consistent with the maximum number of spaces allowable which effectively minimises traffic and parking impacts through increased public transport reliance. This will also offer positive impacts on the environment.</p>
4	<p>Where will the parking be for construction workers including the cranes, building equipment and large machinery?</p>	<p>Sufficient on-site parking will be provided to accommodate vehicles and plant equipment necessary for the construction phase of the development. Construction workers will be actively encouraged to use public transport to access the site. Mirvac will implement processes for storage of tools and equipment to minimise dependence of private transport for construction workers, so that they can commute using public transport. Similar methods have been used on other large-scale CBD developments, with successful results. Refer to the Construction Traffic Management Plan submitted in support of the DA for further information. This plan will be further developed during the detailed design stage, including in consultation with the City of Sydney Council.</p>
4	<p>The EIS states that approximately \$19.9 million will be spent on "Road, Public Transport and access" in lieu of making Section 94 contributions. This money could be spent on upgrading Redfern Station to cope with the additional 10,000 workers who will be working on site, not on building a car park.</p>	<p>The Redfern-Waterloo Contributions Plan identifies works in relation to road, public transport and access upgrades totalling \$19.9 million. These works are located throughout the wider local area and which are levied on developments subject to the Plan. Mirvac has considerably exceeded its minimum requirement for contributions in terms of dollar values, and in lieu of funding works within the Plan, they seek an offset to provide significant public domain upgrades within the ATP precinct to enhance and better integrate the site for workers and visitors to the site.</p> <p>Specific upgrades to Redfern Station falls outside of the lots owned and controlled by Mirvac and therefore is not covered by the proposal. A new cross-railway pedestrian linkage has been earmarked by UrbanGrowth NSW as part of the Central to Eveleigh Corridor urban renewal, which envisages new workers and residents throughout the surrounding precinct and this linkage will be delivered separately by the NSW Government. Provision of this linkage will not be prevented as a result of the proposal.</p> <p>The NSW Government has also made commitments to upgrade Redfern Station, part of which the money from the sale of ATP will help fund.</p>
2	<p>The train platforms do not have the capacity to hold the increase in commuters generated by this proposal.</p>	<p>This is noted. However, <i>Sydney's Rail Future</i> plans to increase the capacity of Sydney's rail network through investment in new services and upgrading of existing infrastructure. Furthermore, the State Infrastructure Strategy is based upon providing transit oriented development around existing rail stations to increase access to the public transport Sydney. In addition, the proposed Waterloo Metro Station is expected to provide significant relief to Redfern Station.</p>

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		The NSW Government has also made commitments to upgrade Redfern Station, part of which the money from the sale of ATP will help fund.
2	The current modelling of traffic does not take into account the recent local population increases, the arrival of 60,000 cars projected to utilise Euston Road on the completion of WestConnex. The EIS does not consider the cumulative impacts due to other developments within the vicinity such as Ashmore Estate construction, WestConnex construction and traffic, Waterloo Station tunnel boring and construction.	If a worst case scenario is used, this would equate to approximately 6,000 cars per hour being added to the local area through WestConnex. The ATP site, at worst, suggests another 336 trips in the peak hour which is only 5% of this figure. The traffic modelling undertaken by GTA has shown that the surrounding existing intersections will work adequately post development as a result of the proposal. The WestConnex proposal (along with other major development proposals current and in the pipeline) will also identify improvements to mitigate any impacts that might be caused by that scheme.
2	The traffic management study doesn't look closely at the Garden/Boundary and Wyndham St intersection which can experience long delays in peak periods as Garden Street is used as a 'rat-run' for vehicles travelling down from Henderson Road to Wyndham Street.	The traffic modelling undertaken by GTA has shown that the existing intersections will work adequately post development as a result of the proposal.
2	There needs to be dedicated cycle route, which will ease the burden of traffic and create a safe route for cyclists amidst increased traffic.	Cyclists will continue to be able to traverse the site in a north to south direction in a similar fashion to that already achieved via Mitchell Way. This remainder of the route though ATP will be enhanced with wayfinding infrastructure and enhanced and widened pathways, particularly within the northern and southern sections of ATP. In addition, Locomotive Street is proposed to have a reduced level of traffic and will effectively function as a shared space with cyclists and pedestrians access.
2	I would like to see public access to parks, gym, community centres and public car parks even its paid parking.	The general public will be able to access all outdoor spaces including parks, fitness facilities and will be able to access community and retail facilities proposed within ATP. New on-street, timed spaces are proposed predominately within Central Avenue, which will be publicly accessible and will also contain car share spaces. Further, current publicly accessible spaces within the Channel 7 / Media City will continue to be made available.
1	The EIS refers to bus services that service the site. The information is not correct. There is no 308 service between Redfern and the CBD during peak hours and there is no 308 between Redfern and Marrickville Metro in the evenings.	Noted. Upgrades to bus services to the site is a matter for Transport for NSW and they will respond to demand for increased bus services accordingly.
1	In preparing the <i>EIS</i> , were the construction workers' and employees' car parking requirements and the increased traffic identified that will be the result of the construction of the three new buildings to house the 10,000 employees of CBA	There is a difference in opinion between some of the public responses which wish for greater parking and the government agencies who require less parking. Nevertheless, the proposal is in line with the planning controls for maximum parking and construction parking will be managed accordingly through a comprehensive construction environmental management plan.
1	The site should be encouraging the use of bicycles as a form of transport and provide significant amounts of bike parking. Mirvac should also be encouraging the use of public transport and reduce the number of car spots available.	Noted. The proposal includes secure bicycle parking and end-of-trip facilities within Buildings 1 and 2 for more than 600 workers. This is considered to be sufficient to meet the forecasted demand for these

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		facilities and is a direct result of the contractual agreements with CBA and Mirvac. As stated above, the car parking facilities have been considered to meet the needs of CBA employees, the vast majority of which will utilise existing and planning public transport options within the immediate vicinity.
1	Suggestion to include a pedestrian/bicycle bridge link to Darlington from ATP.	A new cross-railway pedestrian linkage has been earmarked by UrbanGrowth NSW as part of the Central to Eveleigh Corridor urban renewal, which envisages new workers and residents throughout the surrounding precinct and this linkage will be delivered separately by the NSW Government. Provision of this linkage will not be prevented as a result of the proposal.
1	The EIS Section 5.8 and Traffic Assessment fail to identify and assess the vehicle trips generated, traffic impacts and parking needs specifically related to a supermarket operating 24 hours a day.	It is expected that traffic arising from the proposed retail uses would be negligible, as the type of retail is expected to only service the local area and would generate the vast majority of its customers from walk-in pedestrians. i.e. the retail offering is not expected to be a destination.
1	The traffic study must be expanded beyond intersections with roads into the ATP to include intersections that are heavily impacted by or impact upon ATP traffic, including at a minimum Boundary Street and Wyndham Street, Henderson Road and Garden Street, and Henderson Road and Wyndham Street.	Noted. GTA Consultants have provided further intersection analysis and comments regarding network traffic performance at <b>Appendix N</b> . In summary, the traffic modelling undertaken by GTA has shown that the surrounding existing intersections will work adequately post development as a result of the proposal.
1	If the exhibition/convention function is to be phased out and the workshops are to become an expanded technology hub, this is an improvement. It will remove the large volumes of traffic experienced in Garden Street when major events are on.	Noted, however this does not form part of the subject proposal. A future DA will be submitted in relation to the Locomotive Workshop.
1	An adjustment of kerb alignments/sightlines along Wyndham Street and relocation of the bus stop at this intersection would allow a free left hand turn on red to be introduced, which would improve flow from Garden Street.	Road works outside of the precinct fall outside of the scope of the proposal and are not proposed.
1	Consider installation of a landscaped median strip along the centre of Garden Street, near between Henderson Road and ATP entry traffic calming measures (no noisy speed humps) to provide safer conditions for pedestrians crossing at this point.	As above.
1	With the increase in pedestrian and vehicular traffic within the ATP, safety will need to be considered at the intersection of Central Ave and Davey Street, maybe a roundabout?	A roundabout is not considered suitable for the Central Avenue and Davy Road intersection as it will exacerbate the conflict between vehicles and pedestrians.
1	Vehicle speeds at the site should be better managed to protect pedestrian safety. I have witnessed cars doing 20-30 kph over the sign posted speed limit and motor scooters driving on pedestrian pathways.	Noted. Measures have been taken to increase pedestrian priority and safety but ultimately speeding and incorrect use of footpaths is a matter for local police.
1	Consider surveying CBA employees who will move to ATP once the development is built to ask how they plan on commuting to work. Plans should be implemented to match the outcomes of the surveys.	Noted. It is proposed to implement a Green Travel Plan for CBA in their occupation of ATP which will strongly encourage the use of options such as walking, cycling and public transport. It is expected that the formulation of the Green Travel Plan will follow the undertaking of a survey of workers.

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1	I support the application as it complies with the RWA Master Plan 2005. However, it is important to link other adjoining projects to achieve the Master Plan objectives. I strongly support the link across to North Eveleigh.	Noted. The north-south link falls outside of the scope of the proposal, however precinct access upgrades are proposed by UrbanGrowth NSW as part of the Central to Eveleigh renewal corridor.
1	Where will the public attending large events at the ATP park if Mirvac permits them to continue?	The future use and occupation of the Locomotive Workshops by new owner Mirvac, will be subject to a separate, future application. The Channel 7 / Media City building will continue to offer publicly accessible car spaces.
1	The ATP has been residents, workers and visitors walking track to and from the Station, Redfern and School, relatively free of vehicles and traffic for years. With the development of the Park to meet the requirements of the CBA, the amount of constant traffic that will be drawn into the Park means pedestrians and cyclists, the main users of the walkways, will be in direct competition with the vehicles for right of way and safe passage through the Park.	It is noted that there will be an increase in vehicles within ATP. However, this will not be a substantial increase given the creation of 121 additional parking spaces, when compared to the 1,453 existing spaces within ATP. The upgrades to the public domain, together with various amendments as part of this Repose to Submission package will enhance the public domain experience and will ensure safety for pedestrians within ATP. The importance of pedestrians throughout the precinct will remain high and a priority for Mirvac.
1	The Transport Impact Assessment indicates that the proposed changes to Davy Road would have no impact to the traffic performance on the Henderson Road intersection. However, there will be major changes to Henderson, Mitchell and Davy intersections.	Refer to additional traffic modelling undertaken by GTA Consultants, which is provided at <b>Appendix N</b> . It is maintained that the proposal will not have an unreasonable impact on surrounding intersections, despite the relatively small increase of on-site car parking spaces.
1	A new Traffic Impact Assessment be prepared before the EIS is considered with approval on the basis that the current report is completely lacking in detail or consideration of the impacts of West Connex, Waterloo Station construction and operation, the Ashmore Estate Development, and the new apartment blocks in Mitchell Road.	The Traffic Impact Assessment identifies the impacts resulting from the proposed ATP development, which concludes that there will be negligible impact on the performance of key surrounding intersections.
1	That recommendation be based on the fact that the Traffic Impact Assessment and the EIS do not meet the requirements of the SEARs nor the mitigation measures required, for impacts involving parking, traffic, pedestrians and cyclists.	The proposal's EIS and accompanying documentation is entirely consistent with the SEARs as it has demonstrated compliance with the maximum number of car spaces permitted for the site, it demonstrates support of government sustainable transport choices including public transport and bicycle use and details the traffic and transport impacts during construction, through a draft Construction Management Plan.
1	Greater enforcement over lowering parking rates within the park would assist the issue and could provide higher occupancy rates and revenue for parking within the park.	The car parking arrangements will be altered with Mirvac's ownership and operation of ATP, in conjunction with the development and occupation of a substantial component of ATP by CBA.
1	The current local traffic network prevents traffic exiting Davy Road turning right onto Henderson Road (toward Erskineville) – this direction of traffic has no facility for expansion or ability to take extra traffic.	Intersection analysis undertaken by GTA demonstrates that the performance of key surrounding intersections will be acceptable post development.
1	No details of any development of Redfern Station have been addressed. The current exit at Redfern Station to the Technology Park has no complying access and is narrow and dangerous along the side of the road, which will lead to congestion and accidents at Wyndham Street and Lawson Street. A new north east access should be resolved with the station redevelopment as the	Upgrades to Redfern Station fall outside of the lots owned and controlled by Mirvac and therefore is not covered by the proposal. A new cross-railway linkage has been earmarked by UrbanGrowth NSW as part of the Central to Eveleigh Corridor urban renewal, which envisages new workers and residents

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	proposed ramp leads to the station with no complying access.	throughout the surrounding precinct. The NSW Government has made commitments to upgrade Redfern Station, part of which the money from the sale of ATP will help fund.
1	It is critical that the public access is maintained through ATP as is currently provided. How will this be guaranteed for the life of the development?	Mirvac has committed to ensuring high levels of publicly accessible areas within the proposed development. All external public domain, landscaped areas, plazas and streets will remain open and will offer unimpeded access for the general public through the registration of an easement on title.
1	The Traffic Impact Assessment is flawed and incomplete. It does not adequately: <ul style="list-style-type: none"> <li>• Address the high demand that will be generated by 2x90 Child Care centres.</li> <li>• Look at the preference for the many shift workers (CBA, 24/7 call centre, IT) to drive rather than use public transport</li> <li>• Address the likelihood of individual car parking spaces being occupied by different vehicles during the day and night due to shift demands of workers.</li> </ul>	The child care centres are likely to be utilised by workers within ATP or from residents within the immediately surrounding locality. It is not expected the child care facilities on site will be significant traffic generators. As discussed previously, the Green Travel Plan will offer realistic and safe options for workers, with a focus on reducing car use and maximising public transport, walking and cycling. The Plan may include measures such as shuttle buses etc, which have yet to be confirmed by CBA.
1	The information provided within the Traffic Impact Assessment regarding sustainable transport options isn't meaningful.	A proposed condition of consent is to develop a Green Travel Plan, as discussed previously.
1	It is recommended that JBA, Mirvac and CBA provide realist measures to avoid, minimize and offset the impacts; to detail how the risks will be managed of bringing in 10,000 employees into an area without public transport that can meet that potential demand.	The ATP redevelopment is part of a wider package of works along the Central to Eveleigh urban renewal corridor. This is a government led initiative which includes new public transport in the form of the Waterloo Metro Station. This new infrastructure, along with significant upgrades to existing transport infrastructure (such as the capacity of Redfern Station) is designed to cater for both existing and future demand.
1	As Waterloo Station will not be operational before 2024 and seemingly no specific plans are in place for the new Redfern Station, it is recommended that buses are supplied for construction workers and once operational, employees of CBA.	As noted previously, CBA shuttle buses (as used elsewhere in Sydney) may be introduced in conjunction with the ATP development. This will be confirmed in the final Green Travel Plan which will be prepared in close consultation with CBA.
1	It is recommended as a condition of consent that Mirvac has in place a mechanism during the development that will ensure that adequate onsite parking is provided during construction for all tradespeople and workers on the site as well a Green Travel Plan for other workers/contractors not required to bring their own tools to the job.	Noted. Appropriate measures will be implemented through the final Construction Traffic Management Plan.
1	It is recommended as a condition of consent that Mirvac and Commonwealth Bank be required to have in place a Green Travel Plan that deals with the initial move to the site and that encourages ongoing use of public transport, walking, bike riding and car sharing.	Noted. A Green Travel Plan is to be prepared and implemented as a condition of consent.
1	Was a travel needs analysis or a baseline of the CBA employees' mode of transport conducted? If so, why are no copies included in the <i>EIS</i> .	A baseline travel study was not conducted for inclusion in the <i>EIS</i> as existing travel patterns are due to change and uncertainty of staff allocation for 2019/2020. The Green Travel Plan will be further developed between Mirvac and CBA as a condition of consent.
1	The <i>EIS</i> states that the area is "well serviced by public transport". This is misleading.	The ATP site and surrounding area is considered to be well served by public transport (bus) and proximity to frequent train services from Redfern Station. Transport accessibility will also significantly

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		improve in the future with the planned Waterloo Metro Station. The ATP site is also located less than 2km from the Sydney CBD, making it a highly accessible location in terms of alternative means of public transport (i.e. walking and cycling).
1	The proposal should give thought to a more direct bus route.	The proximity of Redfern Railway Station and the future Waterloo Metro Station is sufficient to cater for frequent public transport access to the site. Broader aspects surrounding the adequacy of existing bus services for local residents is a matter for Transport for NSW.
1	The EIS does not demonstrate that parking rates will support the shift to public transport use.	The parking amounts provided are considered to be a balance to suit the needs of CBA and to provide a number of spaces which will necessitate workers to use public transport to access the site. The convenience and ease of access to Redfern Station and the future Waterloo Metro Station are key drawcards to encourage public transport usage. The proposal is also fully compliant with the planning controls applying to the land with respect to parking requirements. It is noted that the anticipated modal split for trips to ATP by private vehicle is around 7%.
1	It is recommended that the excellent travel plan of the Built Environment Plan 1 be reinstated instead of The Green Travel Plan in the Traffic Impact Assessment.	Noted.
1	The EIS does not meet the requirements of the NSW Planning Guidelines for Walking and Cycling with regards to pedestrians.	The proposed development will improve walkability and cycle access across the Redfern-Waterloo precinct through the provision of enhanced routes, active transport facilities, and wayfinding signage. The proposed development will improve connectivity to the surrounding street network and the wider area, consistent with the guidelines.
<b>Built Form and Urban Design</b>		
9	Objection to any variations or increases in heights and floor space. The building is 5% over the approved floor space. Building 2 is already 35% above the accepted maximum GFA and Building 1 is 6.4% above.	<p>This is noted. The variations to height and gross floor area are considered to be acceptable and not result in adverse environmental impacts. The design of the buildings have also met a specific brief of the anchor tenant in terms of workforce size and relocation timeframe. Notwithstanding, the proposal has been refined to reduce impacts where possible and to provide further analysis of the expected impacts. Further discussion in relation to this aspect of the proposal is provided within the Response to Submissions.</p> <p>The strict enforcement of the building height and GFA development standards would also place at risk the achievement of one of the key aims of the principal planning instrument applying to the land (State Significant Precinct SEPP), that being the redevelopment of a site of economic significance to the State.</p>
6	Building 1 is monolithic and unimaginative rectangular building. A more sympathetic and imaginative design could imagine a world-class, eco-friendly building such as Central Park. Consideration might be given to Building 1 as this site sits behind an existing building.	Disagree. The planning framework and vision for ATP always anticipated/expected a large building to be sited on the Building 1 land (i.e. in the order of 10 storeys and accommodating around 44,000sqm). Mirvac has engaged the services of leading architects fjmt + Sissons to deliver buildings of design



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		<p>excellence.</p> <p>CBA's desire is for sustainable office floor space to provide innovative and collaborative facilities to house up to 10,000 workers within the proposal. As such, building mass has been scaled to meet the size of the lots and the requirements of the end users of the site.</p>
6	<p>Buildings 1 and 2 should be 'pulled back' from the edges, with construction restricted to approximately 66% (about 2/3's) coverage of the existing 2 major car park footprints. This would allow for significant open space setbacks around the buildings.</p> <p>Increased setbacks would have several positive effects for the amenity of this site. It would:</p> <ul style="list-style-type: none"> <li>• Reduce the 'tunnelling' effect of the proposed buildings</li> <li>• Maintain natural breeze movements and reduce 'wind tunnel' and heat island effects</li> <li>• Provide generous open, 'truly' public spaces on the building margins.</li> <li>• Maintain some perspectives and sight lines to the historic ATP sheds (particularly on the west edge)</li> </ul>	<p>The proposal generally accords with the planning framework and controls that were developed for the site some 10 years ago. The planning framework and vision for ATP always anticipated/expected a large buildings to be sited on the development lots land (i.e. in the order of 10 storeys and accommodating around 102,000sqm). Mirvac has engaged the services of leading architects fjmt + Sissons to deliver buildings of design excellence which support Mirvac's vision for the precinct and meet the requirements of the anchor tenant.</p> <p>Impacts in terms of views therefore need to be considered in this context. Whilst it is noted that views of the heritage Locomotive Workshops will be reduced within the Alexandria precinct, this is necessary to facilitate a viable redevelopment of existing underutilised car parks. There will continue to be sightlines to the Locomotive Workshop from Henderson Road looking north along Davey Road.</p> <p>Significantly increasing the building setbacks would reduce the floorplate sizes and reduce the amount of workers the development would be able to cater for. This is not considered to be a viable option considering the endorsement of the Mirvac and CBA bid by UrbanGrowth NSW in realising the fintech vision for ATP.</p> <p>Mirvac are also investing a significant amount of money into the public domain over and above what is necessary to deliver the project, reinforcing its commitment to deliver a vibrant and successful</p>
5	The bulk and scale of the development is very unsympathetic to the area and diminishes the heritage values of the site.	As above.
4	The height exceeds the height limit of four storeys by five storeys for one building.	Noted. As above, refer to the amended proposal and expanded justifications which conclude that the proposal has been improved through the reduction of external impacts despite a numerical variation of height and GFA within Building 1.
3	Building 1 will severely intrude on the Alexandria Child Care Centre and existing residents on Alexander Street.	The proposed design and siting of Building 1 is considered to deliver an improved/superior outcome for the adjoining child care compared with what the planning controls envisage. This is achieved through setting the building back over 13m from the common side boundary with the child care facility and employing limited glazing to the western elevation of Building 1 (minimising overlooking). The separation between glazing and the side boundary is some 16m.



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		The car parking structure proposed over the external parking area to the west of Building 1 and adjoining the child care facility is proposed to be removed in order to improve the relationship of the development. Building 1 is also situated approximately 80m from the apartments located on the western side of Alexander Street.
3	Concern about the balance and scale of the proposed development.	As above. Mirvac has revised the proposal to reduce the perceived bulk and scale impacts where possible and with a focus on the interface of Building 1 from the surrounding residential areas to the south. Measures include the reduction and relocation of some areas of rooftop plant, improvements to the façade and deletion of the external parking area covered structure. Refer to the amended Architectural Design Report and Plans provided at <b>Appendix C</b> .
2	CBA and Mirvac should moderate the occupancy plan proposal and develop innovative solutions around desk sharing, role sharing and telecommuting to reduce the scale of the proposal.	The proposed CBA facilities at ATP are to consolidate and relocate existing offices in other locations such as Parramatta, Olympic Park and Lidcombe. The proposal is considered to be the most efficient and flexible solution to CBA's office needs both now and in the longer term.
2	It would be more beneficial to develop the area that Building 1 is in into a park, sports centre or low rise commercial/health or community space.	Mirvac's contractual obligations with CBA ensure the delivery of a minimum 95,000m <sup>2</sup> of net lettable floorspace, given the size of the development lots and maximum height limits on the site, this is most appropriately delivered within the proposed Buildings 1 and 2.  The planning framework and vision for ATP always anticipated/expected a large building to be sited on the Building 1 land (i.e. in the order of 10 storeys and accommodating around 44,000sqm).
1	Building 1 should be limited to three storeys.	As above.
1	It is good to see the ATP empty spaces finally being developed with a coherent group of well-designed buildings and with improvements to the public realm.	Noted. Mirvac is committed to ensuring a high quality redevelopment of ATP.
1	I understand the ATP site has been zoned for future development for decades but all previous ATP master plans identified a 4 story building next to the Child Care Centre not the proposed 9-10 storey building that basically sits on top of the Child Care Centre, the only justification I see in the report is CBA need to have 42,470 sqm of floor space.	The planning framework and vision for ATP always anticipated/expected a large building to be sited on the Building 1 land (i.e. in the order of 10 storeys and accommodating around 44,000sqm). It is recognised that the planning controls seek to provide for a stepped form towards the western end of the Building 1 site.  The proposed design and siting of Building 1 is considered to deliver an improved/superior outcome for the adjoining child care compared with what the planning controls envisage. This is achieved through setting the building back over 13m from the common side boundary with the child care facility and employing limited glazing to the western elevation of Building 1 (minimising overlooking). The separation between glazing and the side boundary is some 16m.
1	I am in support of the redevelopment of the ATP site, however, I am concerned by the size and the	As above.

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1	bulk of the buildings planned for the southern section of the site bordering Henderson Road. I feel that the site is lifeless and resembles more of a car park than a thriving business park.	The proposal seeks to transform the existing site from a lifeless car park to a thriving technology park, through a substantial increase in workers and non-office uses such as restaurants, food and drink premises, community uses, child care uses and a gymnasium. The long term success of the project is a key priority for Mirvac and CBA, and therefore a range of initiatives and arrangements will be put in place to ensure the vision for the project and ATP more broadly is realised.
1	I like the designs from what I've seen, much higher quality than #8 Central Ave building. The proposed six star green star is a good outcome	Noted. Mirvac is committed to well designed and highly efficient, environmentally friendly buildings as part of the ATP redevelopment.
1	The community building with café/restaurant use looks good, hopefully it will become a destination that would be attractive to weekend and evening trading.	Noted. The intention is to operate the retail and supporting facilities on an as-demanded basis, which is expected to include weekend and evening trade. The vision for the precinct is one that involves a thriving and vibrant precinct both day and night.
1	There needs to be a balance between the existing low density residential and commercial development in order to gain new benefits as a community feel and not lose the green space feeling of the area	The proposal respects the need for green space for the wider community and has proposed the retention of all public domain areas presently accessible and proposes to embellish these areas with new landscaping for the benefit of the future workers and the wider community.
1	I propose that Building 2 be reduced on the eastern and western edges to preserve access to a minimum a partial perspective of the frontage of its historic building. The larger setback should be on the western edge. This would allow for a better visual amenity towards the heritage locomotive workshops.	Project architect, FJMT + Sissons have provided an expanded visual analysis, provided within the amended Design Report at <b>Appendix C</b> . This together with the addendum Heritage Impact Statement provided at <b>Appendix K</b> , confirm that the proposed bulk and scale of Buildings 1 and 2 are appropriate within the context of the retained Heritage Locomotive Workshops.  The proposal and consideration of views also needs to be considered in the context that the proposal generally accords with the planning framework and controls that were developed for the site some 10 years ago.
1	I propose that Building 1 be reduced on more sympathetic angle on the eastern edges to preserve a significant portion of the existing visual perspective of the historic locomotive sheds building.	As above.
1	From looking at the plans I am unsure as to why Building 1 is proposed to be taller (9-10 storeys) when Building 2 is proposed for only 7 storeys when there is actually an allowable height of 11 storeys. Building 2 has clearly less impact to local residents of Henderson Road given its setback location within the ATP.	Building 2 has been designed to present in a sympathetic manner to the Locomotive Workshops in terms of its large footprint, but low overall height. As such Building 2 has been set at 7 storeys in close consultation with the project Heritage consultant, Curio Projects. For further justification of the proposed building heights, refer to the Response to Submissions report.
1	Building 2 proposes a massive footprint with a GFA increase of 35%. The design of this building will have serious privacy and light impacts for residents to the east of the building.	Notwithstanding the variation to gross floor area, Building 2 will not unreasonably impact on residents located to the east due to a separation of circa 80 metres. This separation zone which includes a 6 storey commercial building existing within ATP which will continue to be the key interface of ATP towards the east and adjacent residential areas. Building 2 is also well below the maximum building

Number of times raised in Submissions	Item Raised	Proponent's Response
		height controls for the site (being 8 storeys, as opposed to part 9 and part 11 storeys as allowed).
<b>Overshadowing and Visual Impact</b>		
19	The size and mass of Building 1 will restrict all direct sunlight in the morning for the Child Care Centre	Refer to the expanded solar access and overshadowing study provided at <b>Appendix C</b> and further discussed within the Response to Submissions Report. The proposal results in negligible overshadowing impacts on the adjoining childcare centre.
17	The size and mass of Building 1 will restrict all direct sunlight in the morning for the residents on Alexander Street	Limited overshadowing will only occur between 9m and 10am during winter solstice for a small number of dwellings along Alexander Street. There are no overshadowing impacts to dwellings in Alexander Street beyond 10am.
14	There will be significant overshadowing on surrounding residential properties, particularly those on Henderson Road as a result of the proposal.	As above, refer to the expanded solar access and overshadowing study provided at <b>Appendix C</b> and further discussed within the Response to Submissions Report. The proposal does not unreasonably impact on Henderson Road dwellings adjacent to the south of the site.
1	Building 1 should be reduced in size by stepping back the top floor or floors from the southern boundary. This will reduce overshadowing.	Mirvac has investigated the reduction of Building 1 rooftop plant equipment where possible, to reduce the resultant shadowing impact on the dwellings on the southern side of Henderson Road. Refer to the comparative shadow diagram analysis provided within the amended Architectural Plans and Design Report at <b>Appendix C</b> and further discussed within the Response to Submissions Report.
1	The submission to the residents of Henderson Road is offensive and inaccurate. The submission notes that there will be overshadowing but says that they are already overshadowed by trees so it doesn't matter. To dismiss these local residents without any consultation is offensive. To claim that the overshadowing is acceptable for such as a large development is also offensive. The building should be designed to minimise overshadowing.	As above, refer to the expanded solar access and overshadowing study provided at <b>Appendix C</b> and further discussed within the Response to Submissions Report. The proposal does not unreasonably impact on Henderson Road dwellings adjacent to the south of the site. This study does not factor any shadowing by existing mature trees within the street.
1	If the floor area was reduced then the shadow footprint would be reduced. At present the Alexandria Child Care Centre will be totally overshadowed at the equinox, and the Sunbeam Preschool will be partially overshadowed at the winter solstice.	Refer to the expanded solar access and overshadowing study provided at <b>Appendix C</b> and further discussed within the Response to Submissions Report. The surrounding child care centres are not unreasonably impacted by the proposal. In particular, the Alexandria childcare centre is mostly impacted by the existing Channel 7 building, with only a minor increase by the proposal limited to mid-winter. The Sunbeam Preschool is also not affected by the proposal until 3pm.
1	The design of the building has made no attempt to shape the building to eliminate overshadowing to the south, to both windows and skylights. With such a large building over three sites, the building could easily be built higher to the north and lower to the south which would achieve the same outcomes without the overshadowing issue.	Refer above. CBA has a need for large, common floorplates which encourage collaborative and innovative workspaces. Taller structures, even within the northern part of Building 1, would result in more pronounced impacts on the residential dwellings to the south. Refer to the expanded solar study and overshadowing study provided within <b>Appendix C</b> , which provides elevational analysis of the amount of sunlight to each affected dwelling along Henderson Road, including considering skylights.

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1	As the owner and resident of one of the terrace houses located immediately opposite the development, I am extremely concerned due to the overshadowing that will occur from the development during the winter months. The shadow diagrams to the Henderson Road elevation clearly show the level of impact that will be caused to facing properties between the hours of 11am-3pm during the winter months and the vegetation along Henderson Road.	Refer above. The vast majority of overshadowing occurs with the allowable controls. The proposal results in a balanced overshadowing impact due to the stepped in façade fronting Henderson Road. Refer to further comments and justification provided within the Response to Submissions Report and within the expanded solar access and overshadowing study provided within <b>Appendix C</b> .
1	Building 2 obscures the focal point of ATP which is the draw card feature of the park, the iconic heritage locomotive sheds. I would strongly recommend a building with a smaller footprint so that it does not obscure and loom over the sheds.	Despite the proposed buildings, the Locomotive Workshops will still be visible from a variety of vantage points both from within and from outside of ATP. It is noted that these direct views will be reduced but this is a necessary outcome to achieve development within the existing underutilised lots and to achieve the long-term vision for ATP as a technology hub. Importantly, the proposal maintains views of the Locomotive Workshops through the Entry Gardens from Redfern Station, and from the railway line itself together with the northern Carriageworks precinct. These views are considered to be of greater importance as they strengthen the significance of the retained Workshops in context of the surrounding active and historical railway uses in the precinct.
<b>Privacy, Amenity and View Loss</b>		
7	I'm concerned about the amount of windows facing south affecting the privacy of our back yards. We would prefer less glass or more screens to improve privacy.	There is a substantial separation distance also between Building 1 and adjacent residential dwellings to the south (min 43m, max 70m), which when considered in the context of the existing substantive landscaped streetscape ensures privacy concerns are negligible.
6	I am concerned about the light pollution that will impact many of the houses at night. No internal light fittings should be visible from our neighbourhood, and zoned lighting with motion sensors should be provided so they aren't left on all night.	Noted. The proposal will comply with relevant standards and requirements for lighting, to ensure potential impacts are minimised. Given the modern energy efficiency targets for the site, unnecessary lighting will be reduced during periods of inoccupation.
2	The size, bulk, height and locations of Building 1 and Building 2 will have serious impacts on the heritage buildings, the view lines, the existing public domain, and the residents and residents' homes that the buildings will be looming over and over-shadowing.	The proposal generally accords with the planning framework and controls that were developed for the site some 10 years ago. Impacts in terms of views therefore need to be considered in this context. Whilst it is noted that views of the heritage Locomotive Workshops will be reduced within the Alexandria precinct, this is necessary to facilitate a viable redevelopment of existing underutilised car parks. Potential overshadowing and heritage impacts have been addressed separately. Refer to the addendum Heritage Impact Statement prepared by Curio Projects and which is provided at <b>Appendix K</b> .
1	Building 1 will limit the views of the sky that we currently have. A 3 to 4 storey building height would result in the building being no higher than the current light and outlook.	The proposal generally accords with the planning framework and controls that were developed for the site some 10 years ago. Expectations around preserving existing light and outlook need to be considered in this context, along with the broader realisation that the ATP site is strategically located within a broader urban transformation corridor (Central to Eveleigh).
1	Building 1 needs to be modified because the current design, which proposes a glass façade overlooking Henderson Road will allow workers in the building to see into local residences.	Design solutions adopted together with building separation to surrounding sensitive land uses ensures

Number of times raised in Submissions	Item Raised	Proponent's Response
		potential privacy concerns are appropriately addressed.
1	The size and mass of the building will introduce privacy concerns for the Alexander Street residents and will destroy present views and breeze.	The separation of the proposal to other buildings within Alexander Street is in excess of 80m and is unlikely to create a wind tunnel effect given the varying building heights within the locality. Design solutions adopted together with building separation to surrounding sensitive land uses ensures potential privacy concerns are appropriately addressed.
1	I am a resident and live on Henderson Road and am concerned about a potential wind tunnel effect that the proposed development will have on Alexander Street.	
1	Concern about the additional 5 levels of the western portion of Building 1 will look directly into residential homes.	The additional building height within the western portion of the building has limited glazing along its western elevation. There is a substantial separation distance also between Building 1 and adjacent residential dwellings to the south (min 43m, max 70m), which when considered in the context of the existing substantive landscaped streetscape ensures privacy concerns are negligible.
1	The view that local people and visitors have enjoyed daily for 100 years from the Alexandria Post Office and admired the Neo Classical Workshops will be gone.	The proposal generally accords with the planning framework and controls that were developed for the site some 10 years ago. Impacts in terms of views therefore need to be considered in this context. Notwithstanding, the historical views of the Workshops significantly differ already considering that railway uses and associated buildings have already vacated the site and with the ATP precinct in general already repurposed for other uses. Refer to the addendum Heritage Impact Statement prepared by Curio Projects and which is provided at <b>Appendix K</b> .
1	I object to the submission based on loss of amenity.	The proposal has been designed to minimise impacts on the surrounding sensitive receivers. Amenity impacts are considered to be limited to overshadowing. The design has been formulated taking into consideration the planning controls for the site and the need for up to 10,000 workers for one of Australia's largest employers. Impacts on amenity overall are considered to be negligible.
1	Screens should be placed in the development to ensure the privacy of children attending and using the preschool.	There is minimal glazing provided to the western façade of Building 1, in part to ensure an appropriate relationship to the adjoining existing child care facility.
<b>Landscaping and Public Domain</b>		
37	I am object to the commercialisation of public space.	The NSW State Government through UrbanGrowth NSW has sold the ATP site, including roads, parks, pathways etc to Mirvac. A public access easement is to be maintained through the public domain areas. Refer to <b>Appendix M</b> for further comment.
3	I am concerned about the lack of public open space which is freely available to the public.	A greatly enhanced public domain is proposed as part of the landscaping upgrades proposed across the ATP site. All public domain areas will remain freely accessible to the public.
1	The proposal is for the mature figs surrounding the Vice-Chancellors' oval to be removed. This shaded pathway has been many years in the making, so this will be a major loss. If the figs are to be replaced with deciduous trees, there should be super advanced trees planted along the pathway	The existing fig trees surrounding the Vice Chancellor's Oval are to be retained and protected during the staged construction activities within the site.

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	to provide the earliest replacement of lost shading.	
1	The EIS does not cover the plans for the landscaping interface of Building 1 and the existing tennis courts and pedestrian path.	As noted within the Landscape Plans and Design Report, the existing tennis courts are proposed to be retained and are to be re-surfaced and re-line marked to accommodate a variety of ball games. These facilities will continue to be available be booked by members of the general public. The existing pedestrian path will remain to ensure connectivity within the wider surrounding area.
1	The site does not integrate with the surrounding area and overall provides little community benefit. All attempts should be made to improve the social interaction of this area. Provision of additional recreational and community facilities should occur to properly integrate this area.	Community benefit is provided in the establishment of new retail and community facilities, substantial landscaping and public domain upgrades and establishment of car share pods (amongst other benefits). Community art installations and programs are proposed to further enhance the public involvement and appeal of the site to local residents.
1	The Vice Chancellors Oval is not a sporting facility and is a glorified detention basin using by a dog owners with a few dodgy seats and facilities.	The Vice Chancellors Oval is used by local sporting groups such as rugby clubs to conduct regular training. This is expected to continue as part of Mirvac's proposal, furthermore the surrounding landscape and facilities are to be upgraded as part of the proposed public domain works.
1	The EIS does not give consideration to the overall site layout, connectivity, open spaces and edges, facades, massing, setbacks, building articulation, materials, colours, landscaping, rooftop and mechanical plant.	These items have covered within the EIS and this RTS. Site layout has been derived from the development lots sold by UrbanGrowth NSW to Mirvac to form this SSD. For further information, connectivity, open spaces and the like are covered by the Landscape Plans and Design Report provided at <b>Appendix D</b> . Facades, massing, setbacks, articulation, colours and materials are covered within the Architectural Plans and Design Report at <b>Appendix C</b> . Rooftop plant and mechanical efficiency comment has been provided by ARUP at <b>Appendix C</b> .
1	The sections show a large number of trees with significant height and canopy. Will additional soil cells be installed within the roadways to provide sufficient volume to ensure that the trees will not be stunted and will grow to the size shown?	The detailed design progression of the landscaping and public domain works will allow for the sufficient growth of tree roots so they are not unreasonably stunted or so that they are able to damage the finished surfaces of the public domain.
<b>Construction Impacts</b>		
5	The construction hours proposed will be disruptive to local residents particularly during weekend times. The construction hours should be the same as those required for all other developments in the area.	The proposed hours align with those imposed on other developments within the City of Sydney and are considered to balance the amenity consideration of the surrounding neighbourhood and the project program requirements. The final Construction Environmental Management Plan will appropriately manage impacts associated with construction activities undertaken during these hours.
3	I have major concerns for health and safety of the children and workers at the Alexandria Child Care Centre during the construction phase.	Key drivers to mitigate against impacts particularly on the adjoining Alexandria Childcare Centre, comprise the exclusion of basement levels from the design of Building 1 to mitigate against excavation works which would generate significant noise impacts and the provision of a separation zone to the western façade of Building 1, which will act as a buffer to the centre whilst works are carried out. The

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		final Construction Environmental Management Plan will detail all measures to appropriately identify, reduce and mitigate any potential impacts associated with remediation, excavation and construction.
3	Provision should be made for temporary on site construction parking.	On-site construction parking will be provided for necessary plant, deliveries and equipment. Workers not requiring a vehicle to undertake construction works will be directed to utilise public transport options to access ATP.
2	There has been little consideration of privacy issues for residents during or following construction. The proximity of residential dwellings at Garden Street to the building site and the potential impact of privacy for residents are not considered in the proposal.	The final Construction Environmental Management Plan will detail all measures to appropriately identify, reduce and mitigate any potential impacts associated with remediation, excavation and construction.  Comments raised are noted and will be appropriately addressed within the CEMP.
2	The Vice Chancellors oval is a flood catchment and is unsuitable for stockpiling material.	
1	What strategies will be implemented to ensure that the dust from the asbestos and contaminated soil will be contained as they are excavated and trucked away?	
1	The construction trucks and heavy machinery begin entering Central Avenue and Locomotive Street from Garden Street, (where they will have a huge impact on the residents of Zinc Apartments and others homes in Garden Street).	
Stormwater		
1	The proposal does not address the requirements for stormwater as required by Sydney DCP 2012 for stormwater quality. The SEARs state that the EIS shall "address water sensitive urban design opportunities within the public domain and landscaping. "This is not addressed in the submitted documents, and one suggestion is that the new tree pits along Central Avenue could be constructed as WSUD raingardens to treat road run-off.	Sydney DCP 2012 does not apply to the subject site nor does it apply to State Significant Development. Notwithstanding, the proposal as detailed within Section 5.15.2 of the EIS incorporates WSUD measures in order to reduce potable water consumption, minimise wastewater generation and treat urban stormwater.
1	The civil plans show a rainwater tank of 100KL to building 1 and 245KL to Building 2 but it is not clear whether these volumes will provide sufficient storage volume for the proposed demands.	The storage volumes have been developed by the project engineers and are sufficient for the demands of the proposed buildings.
1	The reports discuss dewatering. If dewatering is to be carried out with the effect of lowering the water table, has advice been provided by a hydrogeologist to confirm that there will be no impact on foundations of surrounding buildings?	Appropriate engineering input will be sought as part of the detailed design phase of the proposal. The design approach to providing at grade and above ground parking has been influenced by outcomes around minimising impacts on the water table.
Operational Noise and Light Impacts		
4	I am concerned about the effect that the proposed development will have on the Childcare centre in relation to noise impact.	One of the drivers to exclude basement levels from the design of Building 1 was to mitigate against excavation works which would generate significant noise impacts on the surrounding community, particularly on the adjoining Alexandria childcare centre. The final Construction Environmental Management Plan will detail all measures to appropriately identify, reduce and mitigate any potential impacts associated with remediation, excavation and construction.



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		Plant selection and implementation of appropriate mitigation measures will ensure impacts associated with the operations of the development are acceptable and accord with noise criteria limits established for the project.
1	Mitigation measures are headed <i>Noise and Vibration, Wind, Reflectivity</i> but so far I can find no reference to the dust and pollution particles that will obvious occur and will cause major issues for all three Child Care Centres, residents of the local area and CBA and ATP workers.	The final Construction Environmental Management Plan will detail all measures to appropriately identify, reduce and mitigate any potential impacts associated with remediation, excavation and construction phase of the project – including in relation to dust.
1	Strategies are being implemented for the two Child Care Centres in the CBA buildings with regards to noise. Why isn't the same consideration being displayed for the Alexandria Street, City of Sydney Council's Child Care Centre for the local children that closely borders the site of Building 1?	Renzo Tonin have prepared an addendum noise and vibration response which includes specifically addressing the adjoining existing child care facility (refer to <b>Appendix F</b> of the Response to Submissions).
1	Consider using a speaker system that does not include horn speakers for the emergency warning systems, which is currently used by the NEP building on Saturdays and Sundays.	All systems will be in accordance with applicable building codes and standards
1	In contrast to #8 Central Ave building, any emergency warning system should be specified to not be heard from our neighbourhood. This is an ongoing problem with the Chanel 7 building.	Given the necessary volume of the emergency warning systems required within the proposed buildings and general precinct, it is inevitable that some noise will be able to be heard from surrounding dwellings. Mirvac will undertake its best endeavours to minimise noise impacts on surrounding neighbourhoods.
1	Motion sensor zoned lighting, better window treatment and recessed lighting which limit reflection out of the windows should be provided to the windows of the proposed buildings.	Noted. This will be explored further at the detailed design stage of the development.
1	No noise assessment has been done from Henderson Road between Mitchell Road and Erskineville. This currently sees a large portion of traffic through this area and will impact all residences on this road including a bottle neck at Erskineville junction.	The amount of additional traffic within this section directly associated with the proposal is projected to make a negligible noise impact on dwellings along this route.
1	All utilities that will generate noise including car park entrance, loading docks and mechanical plants are positioned as far away from Garden Street as possible to minimise the noise and traffic impacts on residents.	Noted. This will be explored further at the detailed design phase, however the current configuration is considered to be an appropriate balance of optimal functionality and reduction of impacts on external land uses.
<b>Heritage</b>		
35	I am concerned about the loss of heritage items and the access to them.	As part of the proposed works, there will be no loss of any 'Exceptional' or 'Highly' significant fabric (as identified in the CMP), or any other movable or built heritage items as part of this proposal. Public access to significant fabric or Moveable Heritage Items located within the public domain will continue.  This proposal is limited to removal of the remnant fabric associated with the Former Foundry walls, to allow for the construction of the Building 2 carpark. This fabric is identified as having 'Moderate' significance. It is intended that the former Foundry will be interpreted within the new development in some form, subject to detailed design.
5	The proposal will block views of the heritage buildings.	Key views and vistas to and from heritage items, requiring view-shed protection in accordance with Figure 7 of the endorsed CMP (GML 2014:99) will be retained and will not be impacted upon by the

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		<p>proposed construction of Buildings 1-3. These are key viewsapes that have always been protected throughout the evolution of the site, and are identified as being significant.</p> <p>Views to and from Henderson Road and its surrounds have changed and evolved over time, in accordance with the site use requirements. Prior to the demolition of the former Alexandria Goods Shed and the former Foundry, views to the Locomotive Workshop and surrounding heritage items were obscured when viewed from Henderson Road. Views to the Locomotive Workshop and other remnant heritage items were temporarily reinstated once the Alexandria Goods Yard and Foundry were demolished. In accordance with the new development provisions of the CMP (subsection 8.3), and the planning controls, the proposed introduction of Buildings 1-3, whilst obscuring views to the Locomotive Shed and its surrounds from Henderson Road, will not impact on viewsapes identified as significant in Figure 7 of the CMP.</p>
4	The EIS ignores the significant social history of Aboriginal people who were employed in the workshops and involved in trade union activities on site. Or living on the site prior to the previous railway uses.	<p>Whilst the EIS does not specifically mention the significant social history of Aboriginal people who were employed in the workshops and involved in the trade union activities etc., the Heritage Impact Statement identifies that an Interpretation Plan is being prepared for the site. The HIS addendum further clarifies the process that the Interpretation Plan will follow to ensure that all aspects of the social history of the site will be fully considered and that appropriate Aboriginal consultation will be undertaken. As part of the EIS process, the reference to the site having significance to the 'local' community, includes the significant local Aboriginal community, which is a highly prominent and significant sector of the local Alexandria, Redfern, Eveleigh and Darlington community. It is understood that this significance is not only historical, and remains very much part of Eveleigh's living culture today.</p> <p>The Aboriginal social history of the site was not assessed in detail as part of the EIS because it is assessed in detail in the CMP and will be fully explored along with all the other identified stakeholders with a connection to the site and incorporated into the final interpretative media being prepared for the site, as stated in the HIS.</p>
3	The existing Conservation Management Plan must be adhered to and not watered down.	The addendum to the Heritage Impact Statement (submitted with the EIS) identifies how the proposed development complies with all relevant policies of the CMP, policy by policy.
1	The proposal is demonstrably unsympathetic and destructive to the heritage values of a nationally significant building, the sheds. These iconic buildings are currently able to be viewed in their entirety and with good visibility. The proposed buildings 1 and 2 will reduce the views of these iconic buildings to narrow channels.	<p>Buildings 1 and 2, whilst representing contemporary architect as at 2016, also draw on the palette of industrial materials through their proposed use of metals, industrial tones, textures and colours within their design to ensure that the character of the Locomotive Sheds is not negatively impacted through poor building design and materially. Both buildings also respond well to the fabric and form of the Biomedical and NICTA Buildings. The siting of Building 2 on Locomotive Street is consistent with the historic alignment of the industrial buildings that previously lined Locomotive Street, and enhance the significance of the streetscape itself. The activation of the street frontage on the northern ground floor of Building 2 builds the opportunity for the users of Building 2 to sit, relax and appreciate the aesthetics of the Locomotive Workshop.</p> <p>Key views and vistas to and from heritage items, requiring view-shed protection in accordance with</p>

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1	<p>The conservation area and heritage terrace houses and cottages of the un-named Alexandria are discounted in the <i>EIS</i>, simply as "residential", of little importance. No recognition is given to the important historical and social environment of Alexandria. It's as if we, and the suburb, simply don't exist.</p> <p>None of the Alexandria terraces and cottages that are in close vicinity to the ATP feature in the photographs in Figures 20 to 25 of the <i>EIS</i>. Meanwhile the photograph of Henderson Road has been angled in such a way that the terraces and cottages in that road do not appear.</p>	<p>Figure 7 of the endorsed CMP (GML 2014:99) will be retained and will not be impacted upon by the proposed construction of Buildings 1-2. These are key viewsapes that have always been protected throughout the evolution of the site, and are identified as being significant.</p> <p>The Heritage Impact Statement (HIS) notes in Section 7.5 that <i>"The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community's connection with the Redfern/Darlington area."</i> This is taken from the statement of significance for the site, which is also repeated in full in the HIS.</p> <p>The Heritage Impact Statement also discusses the context in which the residential houses were demolished for the construction of the Alexandria Goods Sheds, and that the local housing stock is intact and representative of the housing that was demolished.</p> <p>The continuing use of the site for non-residential purposes is commensurate with its original use and it is intended that the relationship between the historic site and the local community, as well as other key stakeholders will form a significant part of the proposed final interpretation for the site.</p> <p>The houses originally fronted the railway workings, the Alexandria Goods Shed, the Foundry, and numerous smaller outbuildings. The site was heavily trafficked with Henderson Road providing a key access point. The ATP site was a key, significant industrial hub for many decades, lined by workers housing which still remains largely extant today. In recent years, the site's transformation to a technology hub has seen some areas of the site re-designated to open space for recreation and community use as part of identifying future needs for the suburb.</p> <p>Other areas of the site have been designated for redevelopment for modern 'industry' and modern commercial needs, in order to ensure that the historic site continues to be adaptively used, redeveloped and revitalised in a way where it's remnant heritage fabric, and intangible heritage values can continue to be enjoyed and appreciated for generations to come, as part of a whole reuse of the site.</p>
1	I am concerned that the significance of the beautiful sight lines of the brick, Neo Classical Locomotive Workshops will be totally lost, blocked out by the massive bulk and height of Building 2.	<p>Building 2 utilises the same alignment along Locomotive Street that the former industrial buildings utilised, and reinforces the east-west axis that the former Foundry and outbuildings along Locomotive Street were planned around.</p> <p>Building 2 provides an active street frontage that will allow the users of Building 2 to view, appreciate and enjoy the architectural fabric of the Locomotive Workshops. The relationship between both buildings has been designed to enhance interaction between both buildings and to encourage the cross-flow of users between both sites. The positioning of restaurants, cafes and other public seating areas will encourage users of Building 2 to sit, and reflect on the significance and heritage fabric of the Locomotive Workshop.</p>
1	Section 5.9 within the EIS was deeply disrespectful as it stated that the Archaeology, the past long gone, as if the only importance, regarding Aboriginal people is whether archaeology remains are	The HIS provides a much fuller explanation of the significance of tangible and intangible Aboriginal heritage values of ATP - with the EIS intended to be a summary - not a full synopsis. Whilst the CMP

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	<p>there or not.</p> <p>Specifically it said:</p> <p><i>Curio Project confirms that no Aboriginal sites are recorded in or near the site and no Aboriginal places have been declared in or near the site by means of Office of Environment and Heritage AHIMS search. The proposed development is unlikely to have any impact on Aboriginal objects or sites.</i></p>	<p>and HIS both note that the site is unlikely to contain Aboriginal 'objects', due to its high level of disturbance, it also notes that the site has Aboriginal Cultural significance. In particular, the HIS notes that:</p> <p><i>"Aboriginal history of the area, both pre and post European contact is significant and for Aboriginal people, the traditional owners of the land, the cultural connections are enduring and ongoing."</i></p> <p>It also discusses the post-contact impact on Aboriginal communities, and summarises the CMP, with respect to Aboriginal Culture Heritage values (Section 3.2):</p> <p><i>"Serious documentation of local Aboriginal culture and history by early amateur and professional anthropologists was not properly undertaken until around the 1890s. At this point in time many surviving Aboriginal people from local and surrounding groups were living in fringe camps, on properties (owned by non-Aboriginal people), missions, and reserves. There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas. Two hundred years after Europeans displaced Aboriginal people, there are still many Aboriginal people with traditional connections to Country living in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people."</i></p>
1	It is important that Mirvac acknowledges the importance of the Aboriginal community in Redfern and Waterloo and its historical links with the ATP.	Agreed. The team will further explore at the appropriate point of the development process - which is as part of the interpretation planning phase.
1	I object to the proposal and request that it be amended on the grounds that the proposal is demonstrably unsympathetic to and destructive to heritage values of a nationally significant building, the sheds. The proposed buildings 1 and 2 reduce the views of these iconic buildings to narrow channels.	Key views and vistas to and from heritage items, requiring protection in accordance with Figure 7 of the endorsed CMP (GML 2014:99) will be retained and will not be impacted upon by the proposed construction of Buildings 1-3. These are key views that have always been protected throughout the evolution of the site, and are identified as being significant. The buildings align to the historic streetscape patterns, as demonstrated in the HIS addendum.
1	The existing heritage items on display must be protected, including smaller trees such as heritage toilet facilities on Locomotive Street. It is not clear whether the heritage tours will continue.	<p>Existing heritage items will be protected as part of the proposed redevelopment process, as required by the CMP, the Heritage Asset Management Strategy and the (draft) Moveable Collections Management Strategy. In terms of tours, the HIS identifies that:</p> <p><i>"The continuation of volunteer conservation programs established by ATP, events and open days, as part of the interpretation and ongoing community connection to the site will be enhanced by the revitalisation of key public domain areas – including Innovation Plaza, Village Square." (HIS 2015:14)</i></p>
1	The EIS does not take into account the information contained in the Social and Oral History Volumes that form part of the Conservation Management Plan, prepared for Heritage Group State Projects NSW Public Works, June 1995.	Agreed that it is not specifically mentioned. It has, however, been reviewed as part of the preparation of the HIS because it formed part of the 1995 CMP document, which is noted in the CMP as having been reviewed as part of the preparation of the HIS. The information will be further explored at the appropriate

Number of times raised in Submissions	Item Raised	Proponent's Response
		point of the development process - which is as part of the interpretation planning phase.
1	The report includes an assessment of the potential for the site to impact on Aboriginal archaeological objects and/or places but does not include an assessment of the potential Aboriginal Cultural Heritage significance (intangible values) of the site.	<p>The HIS notes that the site has Aboriginal Cultural significance, which has already been assessed in the endorsed CMP and appendices. In particular, the HIS notes that the:</p> <p><i>"Aboriginal history of the area, both pre and post European contact is significant and for Aboriginal people, the traditional owners of the land, the cultural connections are enduring and ongoing."</i></p> <p>It also discusses the post-contact impact on Aboriginal communities, and summarises the CMP, with respect to Aboriginal Culture Heritage values (Section 3.2):</p> <p><i>"Serious documentation of local Aboriginal culture and history by early amateur and professional anthropologists was not properly undertaken until around the 1890s. At this point in time many surviving Aboriginal people from local and surrounding groups were living in fringe camps, on properties (owned by non-Aboriginal people), missions, and reserves. There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas. Two hundred years after Europeans displaced Aboriginal people, there are still many Aboriginal people with traditional connections to Country living in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people."</i></p> <p>The HIS notes that the intangible values of the site will be interpreted as part of the whole of site redevelopment, as part of the Interpretation Planning for the site. Preliminary interpretative opportunities are already included in the public domain works program - with content yet to be developed.</p>
1	The NSW Government and Mirvac need to create a legal and administrative framework which would ensure the adequate custodianship of the site's historic and heritage resources, its moveable heritage collection and its tangible cultural heritage.	<p>The legal framework for the management of the site's cultural heritage values is already established, and includes the heritage listing on the NSW State Heritage Register, and a site-specific covenant which requires compliance with the following heritage documentation:</p> <p>1. The endorsed CMP (GML:2014)2. The endorsed Interpretation Plan (3d et al:2012)3. The endorsed Heritage Asset Management Strategy (2013-2018)4. The final draft Moveable Collections Management Plan (April 2015)</p>
1	Suggestion to allocate funds for a comprehensive interpretation strategy for the whole site.	The HIS Addendum outlines the Interpretation Planning process, which follows the NSW Heritage Division Interpretation Guidelines and Policies.
1	Suggestion to construct a Commemorative Workers Wall at Eveleigh to remember the working lives off the men and woman who worked there between the 1880s and the late 1980s.	This has been identified as an option to consider in pre-existing Interpretive documentation and will be consider as part of a suite of interpretive options as part of the interpretative planning process.
1	Suggestion to establish a living heritage and cultural centre at the site with space and resources for all archival records including all heritage studies and management plans, historical documents, oral	This requests falls outside the scope of the proposal and is likely to be a more respectful and useful

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	histories, videos and photographs.	inclusion within the Locomotive Workshops as part any future adaptive re-use of this space.
1	Suggestion to employ a professional archivist and professional historian on site.	This request falls outside the scope of the development proposal
2	The proposal is not sympathetic to the Kingsclear Road Heritage Conservation area and is not sympathetic to the surrounding residential area dominated by residential terrace style development.	<p>The continuing use of the site for non-residential purposes is commensurate with its original use and it is intended that the relationship between the historic site and the local community, as well as other key stakeholders will form a significant part of the proposed final design for the site.</p> <p>The houses originally fronted the railway workings, the Alexandria Goods Shed, the Foundry, and numerous smaller outbuildings. The site was heavily trafficked with Henderson Road providing a key access point. The ATP site was a key, significant industrial hub for many decades, lined by workers housing which still remains largely extant today. In recent years, the site's transformation to a technology hub has seen some areas of the site re-designated to open space for recreation and community use as part of identifying future needs for the suburb.</p> <p>Other areas of the site have been designated for redevelopment for modern 'industry' and modern commercial needs, in order to ensure that the historic site continues to be adaptively used, redeveloped and revitalised in a way where it's remnant heritage fabric, and intangible heritage values can continue to be enjoyed and appreciated for generations to come, as part of a whole reuse of the site</p>
1	The proposed development, particularly building two, detracts from the visual quality of the heritage areas – notably the locomotive workshops. If implemented the current proposal will result in the loss of a visual landmark for the local community and detract from the sense of place. From the plans viewed, the only access to the locomotive workshops will be a limited view of the two workshops from the Henderson Road entry to ATP.	<p>Key views and vistas to and from heritage items, requiring viewshed protection in accordance with Figure 7 of the endorsed CMP (GML 2014:99) will be retained and will not be impacted upon by the proposed construction of Buildings 1-3. These are key views that have always been protected throughout the evolution of the site, and are identified as being significant.</p> <p>Views to and from Henderson Road and its surrounds have changed and evolved over time, in accordance with the site use requirements. Prior to the demolition of the former Alexandria Goods Shed and the former Foundry, views to the Locomotive Workshop and surrounding heritage items were obscured when viewed from Henderson Road.</p> <p>Views to the Locomotive Workshop and other remnant heritage items were temporarily reinstated once the Alexandria Goods Yard and Foundry were demolished. In accordance with the new development provisions of the CMP (subsection 8.3), and the planning controls, the proposed introduction of Buildings 1-3, whilst obscuring views to the Locomotive Workshop and its surrounds from Henderson Road, will not impact on views identified as significant in Figure 7 of the CMP.</p>
1	The proposal ignores the contribution that these workshops made to Australia in World Wars 1 and 2.	This will be further explored at the appropriate point of the development process - which is as part of the interpretation planning phase.
1	The Heritage Impact Statement does not comply with the policies of the ATP Conservation Management Plan and does not demonstrate how the proposal will achieve the collective	The development (rather than the HIS) does comply with the policies of the ATP Conservation Management Plan, with the HIS providing detailed justification and assessment of how the development

Number of times raised in Submissions	Item Raised	Proponent's Response
	management of heritage significant assets.	complies with the ATP CMP policies.
	The Rail, Tram and Bus Union NSW Branch Retired Members Association is concerned that the Heritage Impact Statement contains many generalisations and isn't backed by evidence.	This is a generic statement that does not explain where evidence is lacking.
1	The Heritage Impact Statement fails to successfully address the binary nature of the Eveleigh Precinct which includes the EWS and North Eveleigh precinct, the relationships with other railway participants including RailCorp who own the adjacent Large Erecting shop and other railway industry participants.	The binary nature of the site (and it's lack of inter-connectedness since the loss of the pedestrian access) is part of a long-term site management process across all key Eveleigh precinct sites that requires input from numerous stakeholders, and does not form part of this approvals process.
1	The Heritage Impact Statement fails to successfully address the Labour, aboriginal and community history.	The CMP addresses this history in detail, and is not repeated in the HIS history. The HIS history is intended to provide a brief synopsis only. This significant history will be addressed as part of the Interpretation planning process.
1	The Heritage Impact Statement doesn't include a comparative analysis of other railway workshops and other contemporary adaptive reuse.	The endorsed CMP for the site includes a very detailed comparative analysis of other railway workshops and other contemporary adaptive reuse projects at similar site types and was used as a basis for understanding the significance of the site, within its broader context. It is also noted this proposal does not include the adaptive re-use of the Locomotive Workshops.
1	The Heritage Impact Statement doesn't include any community consultation with key stakeholders.	Community Consultation is not part of the scope of works for the Heritage Impact Statement. Extensive community consultation has been undertaken as part of the EIS process, and as part of the CMP endorsement processes. Further community consultation will be undertaken as part of the Interpretation planning (as outlined in the HIS Addendum).
1	The Heritage Impact Statement doesn't include any constraints and opportunities arising from significance and form, condition and integrity.	The CMP provides the statutory constraints and opportunities for the site. These constraints and opportunities have formed the basis for consideration of heritage impacts.
1	The Heritage Impact Statement doesn't refer to the NSW Heritage Assessment Guidelines.	Section 1.1 states upfront that the HIS has considered the impacts of the proposed development in accordance with the relevant NSW Heritage Division guidelines, City of Sydney LEP and DCP heritage requirements, and the OEH Aboriginal Cultural Heritage guidelines. This includes but is not limited to the Assessing Heritage Impacts, Assessing Heritage Significance, Assessing Archaeological Significance Guidelines, Design in Context: Guidelines for Infill Development in the Historic Environment.
1	The Heritage Impact Statement doesn't include information on the management of the ATP as a major public asset.	It is not a requirement of the HIS to include this information, as this information is already contained in the CMP, which is one of the key heritage conservation management documents for the site. The focus of the HIS is not to repeat the information contained in the CMP, but to utilise the policies and guidelines, appropriately to inform the assessment of the proposed development impacts.
1	The Heritage Impact Statement fails to meet the NSW Heritage Manual Guidelines including the heritage cultural values identified within the Burra Charter. The Heritage Impact Statement should	The ATP site has many detailed, site-specific heritage management documents that have been developed using the principles of the Burra Charter (which are generic). The HIS is not intended to



Number of times raised in Submissions	Item Raised	Proponent's Response
	be revised to include them.	provide a revised conservation management document, but to provide an assessment of the heritage impact of the proposed development against the principles, guidelines and policies of the endorsed CMP, the endorsed Interpretation Plan, the endorsed Heritage Asset Management Strategy and all other relevant heritage management documents for the site.
1	The Heritage Impact Statement should include engagement with former workers.	This is intended to be incorporated into the community consultation process to be implemented as part of the Interpretation Planning process.
1	The Heritage Impact Statement should include an integrated approach to machinery collection.	The majority of the machinery collection is housed in the Locomotive Workshop which is outside the scope of this proposal. In addition, the machinery collection is legally required to be managed as part of the integrated approach outlined in the endorsed Heritage Asset Management Strategy, the (draft) Moveable Collections Management Plan and the endorsed CMP.
1	The Heritage Impact Statement should include Conservation Management plan machine collection implementation strategies and a timeline for implementation plans.	This documentation has been prepared by ATP, and is identified as the Heritage Asset Management Strategy (2013-2015) , the (draft) Moveable Collections Management Plan (April 2015) and the endorsed CMP (2014)
1	The Heritage Impact Statement makes no mention of a workers hall and the workers social and cultural history of the site and railway arts.	This history is included in the CMP. The full history is not repeated in the HIS.
1	Conservation should commence immediately.	Conservation activities will be programmed as part of the development phase of the program, and as outlined in the overarching Heritage Asset Management Strategy and Moveable Collections Management Strategy for the site (which was prepared by ATP).
1	It is recommended that Mirvac undertakes work on the cultural, social and political significance of the site and reflects these stories in the interpretation of the site.	This will form part of the Interpretation considerations.
1	Is it possible to retain some of the heritage wall or reinstate part of it as an interpretative element within or near building 2?	Due to the location of the remnants of the wall and the optimum design of the Building 2 to match the ground level of the building to Locomotive Street it is unlikely to retain part of the wall in situ. There is the opportunity to include some of the recycled fabric within the landscaping for the site, as identified by Aspect (i.e. Gabion Walls) and interpretative opportunities for the Foundry will be considered within the final interpretative designs for the site.
1	Mirvac should consult closely with heritage professionals familiar with the heritage of the site, especially the social heritage in preparing their interpretation plan.	This is intended.
1	It is encouraged that the consent authority to require the heritage interpretation to be done in the broader Eveleigh railyard context and with adequate opportunities for input from interested parties.	As above.
1	Concern about the proximity of building 2 to existing heritage uses in the Blacksmith's shop in Bays 1 and 2 South. This section of Building 2 should be adequately sound proofed to ensure that those using Building 2 are not impacted by the noise that comes from the heritage precinct.	Building 2 will be adequately sound-proofed to ensure minimal noise disturbance.

#### Community facilities

Number of times raised in Submissions	Item Raised	Proponent's Response
2	I strongly support the community building, but the uses within the building should be carefully thought through with the local community. Some community rooms for hire, artist studios or community start-up organisations should be incorporated.	Mirvac appreciates the importance of the Community building and its final use, design and configuration will be resolved during the detailed design phase.
1	The proposed community facilities appear most likely to service the needs of the major tenant and not the local community. Mirvac should provide increased space and places for child care facilities and transparently nominate or create covenants on the operation and the access of the local community to child care places at these facilities.	The community facilities will be finalised separately to ensure the appropriate balance is incorporated. The number of childcare places has been formulated to not unduly burden established childcare centres within the surrounding area.
1	The local community definitely does not need another supermarket. There are two low scale convenience stores already in short walking distances of the ATP.	It is noted there is to be significant change under the proposed Central to Eveleigh urban renewal corridor and at this time it is expected that the proposed retail facilities will serve a wider catchment of new workers and residents.
1	It is not stated whether the sports courts are to remain in use through the development (aside from when they are resurfaced). They should remain available for us as they are well utilised by the local community. It is also not clear how the sports courts will be managed. These courts would remain available for use by the local community, without any preference given to CBA employees.	The sports courts will continue to be available to the general public with details surrounding future management the subject of further resolution.
1	The community building referred to in section 3.6.3 comprises of a childcare centre, gym, retail tenancy and commercial office. These uses do not facilitate public access.	The final uses of the community building, including a specific design for these uses and the overall building, including the community uses floor, will be finalised separately by Mirvac.
1	The Child Care Centre will be largely dominated by Commonwealth Bank staff.	The needs of CBA in terms of child care demand will be met first and foremost, so as to remove the potential of a loss of supply of child care places for the local community within existing centres surrounding the precinct.
Affordable housing		
4	There appears to be no consideration of including social housing in any of this development.	The proposal's contribution to affordable housing is in accordance with the requirements of the Redfern Waterloo Contributions Plan. Affordable (or market) housing within the subject site does not align with the State Government's vision and planning controls for the site.
3	The EIS states that 2% of the total cost of the development will be spent on delivering 17 affordable housing units in the Redfern and Waterloo area as per the Redfern Waterloo Housing Contributions Plan. This is unacceptably low.	
Public art strategy		
1	The writers of the Public Art Strategy do acknowledge the potential special link between art and history and community. However, little recognition is displayed either of the cultural richness and artistic abilities of the Cadigal Aboriginal community today or the skills of the young Aboriginal artists training at Eora TAFE College Sydney.	Noted. Aboriginal heritage is one of the guiding principles of the public art strategy.
1	If Mirvac and CBA desire to build relationships and acceptance within the surrounding communities, Public Art involving local communities would be an excellent strategy to implement.	Mirvac acknowledges the public interest in the site's history and the desire to enrich it through opportunities for public art displays. The range of public art to be considered and curated will include community based local works to iconic new major art projects.
1	It is recommended that Mirvac explore the possibility of local Public Art projects involving local artists, story-tellers and writers.	

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1	Suggestion to provide for artists in residence to enable ongoing visual site interpretation that could be displayed at the site and provide support for cultural tourism programs.	
Community consultation		
3	There has been a lack of consultation with residents in regards to the proposal.	A wide range of consultation measures have been employed by Mirvac and JBA to engage the community in the development proposal. JBA have prepared a Stakeholder and Community Engagement Summary Report which summarises the community consultation conducted in associated with the proposed development. Refer to <b>Appendix Q</b> .
2	There was a lack of transparency in consultation with the community.	A range of consultation activities were undertaken prior to lodgement of the SSDA and during public exhibition. These activities were widely publicised via 7,000 postcard notifications to local residents for each community information session and advertisements were placed in the Central Courier.
1	As far as I'm aware that has been no consultation and discussion with residents along Henderson Street about the proposal.	Henderson Road residents were included in the postcard notification distribution area. Refer to Figure 3, Stakeholder and Community Engagement Summary Report at <b>Appendix Q</b> . The postcard notification included details of the community information session and contact details.
1	It so recommended that the true consultations regarding the public domain, not community information sessions presenting Mirvac's ideas, be held with the community as required under 5(c) Objects, of the Environmental Planning and Assessment Act 1979. This will allow for increased opportunity for public involvement and participation in environmental planning and assessment.	Key aspects of the proposal were presented at the community information sessions, including plans to upgrade the public domain. Feedback on this topic was captured and reported on in the Stakeholder and Community Engagement Summary Report at <b>Appendix Q</b> .
1	Extensive consultation should be undertaken with residents to discuss potential mitigation strategies, to help minimise the social and environmental impacts upon residents living adjacent to the ATP site.	A wide range of consultation measures have been employed by Mirvac and JBA to engage the community in the development proposal. JBA have prepared a Stakeholder and Community Engagement Summary Report which summarises the community consultation conducted in associated with the proposed development. Refer to <b>Appendix Q</b> .  The consultation strategy builds upon the extensive consultation that UrbanGrowth NSW undertook as part of the Central to Eveleigh project. Key issues and themes that the community raised during this consultation process have been considered during the preparation of the SSDA.
1	The Stakeholder and Community Engagement summary report states that the feedback received during the community information session was generally supportive of the sites development. This is false.	The project team held discussions about the proposal with a total of 287 people who attended the two community information sessions and the Heritage Open Day information stall. A number of comments were received regarding support for the overall redevelopment of the site, however there was also extensive feedback on a range of specific issues with the proposed design.
1	Insufficient hard copies of the EIS were made available. Only a single copy was held on site at the ATP for residents to access.	During the consultation process, one request was received to place a hardcopy of the SSDA on public display. The hardcopy document was placed on display at the Security Office, located at the ATP site. This is noted as being in excess of DPE requirements.

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1	The website <a href="http://www.majorprojects.planning.nsw.gov.au">www.majorprojects.planning.nsw.gov.au</a> is not secured through encryption despite the personal information being transmitted and its validation on the form is very poor.	Noted.
Other		
5	Why are the CBA and Mirvac not supporting local workers, local jobs and local businesses?	Mircvac and CBA will support local suppliers and workers where possible.
3	It is recommended that Mirvac reconsiders the importance of job creation for local people and not rely solely on CBA jobs and that Mirvac and CBA encourage employees to support local jobs in the local cafes, galleries, restaurants, supermarkets, shops and gyms.	
1	I do not accept the assumption that the ATP is underutilised. Its open spaces and layout make it a space that performs an important function.	The NSW State Government has long held a vision for ATP to become a world class and leading technology hub - that to date has failed to be realised. The existing 'temporary' car parking areas are proposed to be transformed into technology focused and community buildings. The open public spaces are to be remain as such, with embellishments to improve their quality.
1	I note that the building includes two childcare facilities which we were informed by officials at the meeting of the Alexandria Residents Association would only be for employees of the Australian Technology Park.	This is to ensure that places within surrounding local centres are not taken up by workers within ATP. It is difficult to strike a perfect balance, but if there is demand from the local community and spots available, these may be made available to the general public.
1	The Minister is also asked to remember that there are several small businesses in the area, coffee shops, cafes and a gym that will be impacted by the plans to include a large number of shops and a gym in the buildings.	The proposed non-office facilities will serve the workers of ATP and the local community more broadly. It is noted there is to be significant change under the proposed Central to Eveleigh urban renewal corridor and at this time it is expected that these facilities will serve a wider catchment of new workers and residents.
1	The proposal states that the site will be utilised for 10,000 technology focused staff and that this is will be a collaborative technology and innovation campus. The submitted documents do not outline how this focus will be maintained and guaranteed.	The anchor tenant, Commonwealth Bank of Australia (CBA), is an industry leader within the Fintech sector and will locate to ATP as part of their largest single site to house approximately 10,000 of their staff. The design for the CBA office space has been led by CBA's desire for campus style collaborative working with a focus on technology. This, in addition to an agreement as part of the acquisition of the ATP site requires that there will be a minimum 75,000sqm of Technology focused space within Australian Technology Park will ensure a focus in ATP further fulfilling its vision as a collaborative and innovative technology campus.
1	The submitted documents do not outline any mechanism to guarantee that this incubation fund will continue in perpetuity.	As part of the ATP acquisition, Mirvac, Centuria and CBA have agreed to commit to fund the Technology Incubation Fund (Technology Contribution Agreement) to the value of \$2.1 million for the duration of 7 years.
1	No hours of operation are provided for cafes and restaurants for the site. This should be restricted to avoid impacts on surrounding residential areas.	Fit-out and use of the food and beverage tenancies will be sought separate with hours yet to be determined.

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1	Suggestion to ensure the creation of social and cultural capital through apprenticeship training in the old railway craft trades and conservation work.	This falls outside of the scope of the proposal.
1	Suggestion to provide accommodation for relevant community based heritage organisations at the site to enhance community access to transport heritage.	
1	I object to the proposal that the ATP lose its focus as a technology centre, and become dominated by the financial centre.	CBA is a highly technology focused and innovative employer and one of Australia's largest employers. Whilst it is a financial institution, it continues to develop and integrate technology into its business, which is likely to result in a growth of technology oriented jobs into the longer term.
1	I object to the movement of so many jobs from the population centre in the West of Sydney. This is against the stated policy of the NSW Government.	The NSW Government, through their UrbanGrowth NSW arm, has endorsed the Mirvac and CBA agreement through their winning bid and ultimate sale of the site to Mirvac and capital partners.
<b>Contributions</b>		
1	Redfern Waterloo Contributions Plan - Mirvac seeks not to pay the required levy and proposes alternative expenditure. This should not be agreed to. The focus for the proposed alternatives is mainly for the site and its workers and not services/facilities across the Redfern Waterloo area as required.	The proposed upgrades to the public domain are considered to benefit the wider local community. Refer to the Response to Submissions Report (Section 2.9) for further details.
1	A condition of consent should require Mirvac to hold public consultation on what the surrounding community wants to see provided within the contribution plans.	The formulation and revision to the Contribution Plan is not a matter for Mirvac or for this proposal.
<b>Retail and commercial facilities</b>		
3	The supermarket is proposed to operate 24/7. This contradicts the statement that the facilities are provided for the people working within the ATP.	The non-office components within the proposal are intended not only for the new CBA office workers, but are also for the general community surrounding the precinct. This offering is considered to be a major benefit for the local community.
3	I object to the inclusion of a supermarket with operating hours of 24 hours a day, seven days a week. These operational hours are excessive.	The proposed 24 hours, 7 days operation will be driven by demand. It will be amended to reduced hours if it is found there is no demand for operations in the overnight hours.
1	The EIS fails to identify, assess and justify that demand for a retail supermarket at the site or demand for a supermarket operating 24 hours per day, seven days per week. For example, there is no supporting "commercial viability assessment report" to provide evidence that a retail supermarket of the operational size, scale and hours is appropriate and supportable.	A viability report is unnecessary. There is considered to be an existing under provision of local retail convenience in the locality. If the supermarket does not receive sufficient patronage to justify its 24hr, 7 day a week operation, the supermarket will reduce its hours accordingly.
<b>Planning</b>		
2	<p>The EIS does not address a significant number of the Secretary's Environmental Assessment Requirements. The EIS does not address the following:</p> <ul style="list-style-type: none"> <li>It doesn't identify the environmental, social and health impacts of the proposal</li> <li>It doesn't accord with Schedule 2 of the Environmental Planning and Assessment Regulation 2000.</li> <li>It does not identify the impacts of heritage, traffic, noise and construction impacts on</li> </ul>	The EIS prepared in support of the SSDA is considered to be adequate, meeting the statutory requirements under the EP&A Regulation and adequately addressing the SEARs.

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	<p>residents of nearby suburbs.</p> <ul style="list-style-type: none"> <li>The EIS does not address the height, bulk and scale of the proposed buildings within the context of the locality.</li> </ul> <p>Because the EIS does not need meet any of the SEAR's and the Environmental Planning and Assessment Act 1979 requirements, local citizens have serious concerns about:</p> <ul style="list-style-type: none"> <li>The deficiencies of the EIS</li> <li>Whether the risk assessments have been conducted thoroughly in depth</li> <li>Whether the DP&amp;E will instruct Mirvac to fulfil the legal requirements of the State of New South Wales.</li> </ul>	
1	The EIS does not show in sufficient detail that all aspects of the SEAR have been explored in relation to the public's view point nor that the community was consulted on the specific plans.	The application was prepared accordingly to relevant requirements outlined within the SEARs and in line with industry standards/expectations.
1	The EIS is not in accord with many of the objectives in the Environmental Planning and Assessment Act 1979 in regards to built form and design nor gives due regard to the social and environmental impacts including heritage, traffic, noise and construction impacts.	The proposal is considered to achieve the objects of the EP&A Act as detailed within the EIS submitted with the DA.
1	The EIS is not in compliance with particular planning policies.	The proposal is considered to generally accord with relevant planning policies, as detailed within the EIS submitted in support of the DA.
1	The EIS does not meet SEPP1 (Development Standards) nor comply with SEPP (Infrastructure) 2007.	The proposed variations to the building height and GFA development standards under SEPP 1 are considered to be well founded and meet the statutory tests.
1	The EIS is not consistent with the land use and design within BEP1 for the ATP.	BEP 1 has not statutory planning weight, notwithstanding, the proposal is considered to align with the guideline document.
1	The EIS does not honour nor respect the built form character of the ATP as residents were promised under BEP1 and BEP2.	BEP 1 has not statutory planning weight, notwithstanding, the proposal is considered to align with the guideline document. The proposal is considered to deliver a superior outcome in comparison to that envisaged under BEP 1.
1	The EIS does not demonstrate regard to economic and social considerations and therefore the carrying out of this project is not justified.	Due consideration to social and economic aspects of the proposal have been included as part of the DA submission – refer to Section 5.21 of the EIS.
1	The plans in the EIS fail to meet three of their own objectives for the development.	Disagree.
1	The planning merits and public benefits have not been adequately researched, analysed and documented. It is recommended that this application by Mirvac not be approved in its current form.	Disagree. The merits and benefits of the proposal have been clearly articulated within the EIS and demonstrate that the proposal is acceptable.
<b>Health and safety</b>		
2	There will be an increase in pollution levels from extra cars coming into the already congested local streets.	Any pollution impacts associated with additional car movements associated with the proposal are

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		considered to be negligible.
2	The Health and Risk Assessment has not considered the potential direct exposure to soils within the child care setting.	These concerns are noted.
2	The human health risk assessment does not seem to adequately deal with the risks of contaminated dust on infants (as opposed to adult workers) during construction on the existing Alexander Child Care centre, particularly lead and asbestos.	The final Construction Environmental Management Plan will detail all measures to appropriately identify, reduce and mitigate any potential impacts associated with remediation, excavation and construction. Mirvac has extensive experience in delivering safe conditions for workers and surrounding residents, children and visitors etc over a long period of time and this expertise will be applied to the ATP development. Standard conditions of consent will be imposed to ensure a comprehensive detailed Construction Environmental Management Plan with all necessary inputs will be prepared, adopted and implemented. Ongoing dialogue with adjoining sensitive receivers will be undertaken during the construction phase.
1	It is recommended that strategies that ensure the safety of young pedestrians, especially, and cyclists be identified and implemented before construction begins and that they be negotiated with Alexandria Park Community School.	
1	Safety procedures suitable for a child care setting should be outlined within the proposal (i.e. consideration of materials, fumes, noise, and debris.e.t.c next to a child care centre) as the proposal currently outlines none.	
1	Another Health and Risk Assessment should be undertaken to consider the impacts on the Alexandria Child Care Centre, specifically the scenario of contaminated soils spreading over the child care centre.	Appropriate measures will be undertaken within the detailed Construction Management Plan to ensure the safety of the occupants of the Alexandria Childcare Centre and other visitors to ATP, including pedestrians. This will be undertaken as a condition of consent.
1	The safety risks that have not been identified, assessed nor addressed which will occur for school children and the older pedestrians who walk through the ATP daily.	
1	It is recommended that the EIS be not approved in its current form until urgent issues of the safety of the crossings of Mitchell Way be examined in light of the significant increase in construction and employee traffic, bikes and pedestrians	Refer to the amended Precinct Pedestrian Study provided at <b>Appendix O</b> . Appropriate mitigation measures will be adopted to ensure pedestrian safety.
<b>Environmental sustainability</b>		
1	It is proposed that Buildings 1 and 2 will achieve a six green star rating. Will this form part of the conditions of consent?	Mirvac is committed to achieving ecological sustainable development outcomes and accordingly has no objection to the imposition of a condition requiring the achievement of a minimum Green Star rating of 6.